

Andover, Massachusetts--Streets

VERTICAL FILE Andover File Basement

STREETS OF ANDOVER

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PAMPHLET BINDER
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Notes on the streets of Andover given in part at the meeting of the Andover Historical Society held at Amos Blanchard house February 22, 1954 by Bessie P. Goldsmith.

Miss Bailey says after the settlers had laid out the town and established their homes and provided means for religious culture and education, their first care was the making and improving of roads for access to the older towns; this being essential to the comfort and safety of the new plantation. Our ancestors travelled by the rivers and through the forest, first on foot and horseback, then by wheeled vehicles.

The river was an impediment as well as a means of travel. In 1715 there was a ferry, Swans Ferry, between Andover and Haverhill and in 1735 Daniel Bodwell had a ferry across the Merrimack.

In these modern days a "ride through the woods" suggests something pleasant and refreshing but when great unbroken forests extended all around hemming in and cutting off the little communities from friendly neighbors the woods were viewed with feelings of quite a different sort: to clear the timbers and make roads were then of prime importance. Imagination pictures those ancient road-makers in their lonely journeys through the forest exposed to perils of wild beasts and of hostile Indians, who lurked about to steal if not to kill.

In the course of time, if not at first, in order to accommodate the town, it became necessary to run roads through private lands. These were used as highways but kept closed by gates or bars, the travellers being required to always put up the bars "safe after them." There were drift ways or bridle-paths, private or "perticuler" ways, town ways and open-town ways.

The places our travellers aspired to reach were Haverhill and Concord to the north and Salem and Boston for trade and to attend court. In 1638 people of Andover were "dissatisfied with the way to Salem which is the nearest market town". There were also ways to travel from the old homesteads to church and to mill. What is now a rough, little-used road may have once been a main course of travel; for instance, the south end of the present Sunset Rock Road, the road beyond Mrs. Wards on Holt Hill and the part of Chandler road lost in the Andover Country Club

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The places our travellers aspired to reach were Haverhill and Concord

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may have once been a main course of travel, for instance, the south end

of the present Sunset Rock Road, the road beyond the Woods on Wolf

Hill and the part of Chandler road lost in the Andover Country Club

golf links which Mr. Trow thought was a part of the Chandler trail to the ferry and on to Concord, New Hampshire. ②

As early as 1661 it is ordered that every male person of 16 years shall upon three or four days warning by the surveyor attend the mending of the highways upon forfeit of double damage for every days neglect by any person, and so likewise every team, that is, every man ^{over} four shillings a day so neglecting."

In March 1820 it was voted that each man who works ten hours a day on the highways be allowed eighty-four cents and the same for each pair of cattle.

In 1647 persons were appointed by the General Court to lay out a way from Reading to Andover, among them Nicholas Holt of Andover. John Osgood and Thomas Hale were to lay out the road from Andover to Haverhill.

By 1770 the mode of travel had changed largely from the saddle and pillion to the more comfortable family chaise, or for public conveyance, the stage coach had been introduced. There are among the papers of old families certificates of taxes paid at this period and later for the chaises kept. The stage coach did not come into general use except for long distances, as from Boston to Portsmouth, until somewhat later during the Revolution. It required a good deal of work to make the roads fit for travel by wheeled vehicles. In 1835 we read a polite article in the Town Warrant: "to see if the town is agreeable to the request of Mr. Jacob Shed to compensate him for damage he received by being thrown from his waggon on November last in consequence of a breach in the road near the home belonging to the heirs of Alice Abbott deceased."

In November 1857 a report was heard from a committee on the naming of streets, but it was not accepted and as late as 1885 there were 30 unnamed streets described in the street directory of that date by the numerals 1 to 30. The description of their course past homes of people unknown to me are unintelligible. Light on 20th street was thrown by Mrs. Hayward in the assessors office who said 20th Street was Ballardvale Road. Its description as running from the Boston Road by J. C. Goldsmith's to the Salem Road would have been mystifying if I had not read the description of South Street by Alfred Poor in the Andover Advertiser of June 27, 1863. In describing "South Street" (now Hidden and Porter roads) he says that it is one of the oldest streets in town, a part of

2
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to the Salem Road would have been verifying it I had not read the

description of South Street by Alfred Fox in the Andover Advertiser of

June 27, 1863. In describing South Street from Hildon and Boston

the most ancient highway from Haverhill to Boston. Describing the street foot by foot he passes the large house of David Hidden, (now owned by Dr. Currier) and writes "Near the carpenter's shop of the late Mr. Hidden the road divides. The left branch is the road from Methuen and Andover to Salem and is the way which leads by Sunset Rock. This sounds impossible, but he may be right.

In 1901 the question of properly naming the streets was again agitated and continued to be agitated until the names of the then existing streets were adopted about as we know them now. In 1903 it was voted to retain the name of Missionary Lane instead of the proposed Woodland Road, but a later vote seems to have prevailed. There was also talk of changing Hidden Road to Jones Road as it passed the old Jones homestead.

Mineral Street was changed to Red Spring Road and Mill Street to Sawmill Road, now Gould Road and Harold Parker Road.

The selectmen who pondered this problem for three years were Samuel Boutwell, William G. Goldsmith (in 1903 B. Frank Smith) and John Stack who took over after an original committee on the problem was "discharged."

I lay the wise course of retaining the family names of the West Parish Roads, most of which are on the 1830 maps of Andover, to Mr. Boutwell, Lovejoy, Dascomb, Haggett, Bailey, Chandler, Blanchard, Cutler, and Osgood. I might say here that the two new roads off High Plain Road, Virginia and Shirley, are named after the daughters of Carl Stevens who laid out this development.

There are now 210 named streets in the Assessors list of polls and there will be a dozen more after the coming Town meeting. It would be an almost endless project to learn the history of all of them and no doubt tedious to listen to the tale. I have simply ^{delivered} ~~del~~ out a few facts which may be of interest. They are classified neither historically nor geographically but I hope in your imagination you may be able to follow me.

I shall begin with an old post road which ran down Elm Street, Central Street and then South up School Street.

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ELM STREET

In 1647 the General Court appointed John Osgood and Thomas Hale to lay out a way from Haverhill to Andover.

In 1776 a stage had long run past Mr. Isaac Abbot's house (70 Elm St.) though to and from what places has not definitely been ascertained. In 1781 a stage ran from Boston to Portsmouth. George Washington rode over this road November 9, 1781, travelling from Haverhill to Lexington, passing through our square and down Central Street. (Our Main Street was not then a main thoroughfare nor for many years to come.)

In 1825 the County Records read that the road from Haverhill to Boston to where it meets the Essex Turnpike at Mayo's Tavern (The Elm House) be widened and straightened on petition of Mayo, Whittier, Foster, 5 Abbots, West, Noyes, and Wilson. Their damages ranged from \$2 to \$95. They were "aggrieved by the doings of the committee in estimating their damages."

Andover

Now to begin at the North End ~~of the line---~~

When I consider that within my own lifetime I have seen the land on the south change from a pine forest (and in my mother's day both sides were pine forests) to a field of English hay in John Richardson's day and now to a modern housing development, it is truly appalling!

Aside from Brookfield Road I am not enthusiastic about some of the proposed names: Fox Hill Road, Hedgerow Lane, Woodcliff Road, Elmwood Road, Rocky Ridge Road. There is no rocky ridge and no cliff--but as most of the elms are gone from Elm Street, the pines from Pine Street, the walnuts from Walnut Avenue, the chestnuts from Chestnut Street, and the rattlesnakes from Rattlesnake Hill Road, I don't know what difference it makes.

In 1847 the General Court appointed John Gage and Thomas Allen to lay out a way from Haverhill to Adams.

In 1776 a statute had been passed by the General Court (70 Geo. 3d.)

that the land from which the road was to be taken should be sold by the

17th of March 1776. The road was to be taken from the land of the

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WEST WIND ROAD

West Wind road running through Harry Barnes's (more recently Mrs. Burton's) mowing is rather a good name. At present this street is listed as private.

The next road running off to the east to Flying Feather's farm is often considered "private" but I don't see how it can be. It shows on an 1830 map and ran through to Back Street (Highland road). In 1890 it was voted to discontinue the old town way between the Lake Worthey place (where the Covells now live) to the North Andover line but nothing was said about discontinuing the rest of it.

PINE STREET

Pine Street was accepted in 1902 and \$1700 appropriated for its construction. In 1904, \$500 more was needed for its completion.

JOHNSON ACRES

I suppose 100 years from now someone will ask who was Johnson and who *was the enterprising man who* made a gentleman's estate into what was *in 1954* then a modern housing development? *Fred* Oh, Cheever whose name is immortalized in the name Cheever Circle (accepted 1938-1940).

Rev. Francis Howe Johnson, who married Mary Don^{re}, was an Episcopal clergyman though he was never settled in a parish. He was a trustee of Abbot Academy in 1876. The drive approaching his old home is now Johnson Road accepted as a highway in 1936.

COOLIDGE ROAD

Coolidge Road accepted in 1936-1938 was named after our governor and President, Calvin Coolidge.

CABOT ROAD

Cabot road accepted in 1940 is named for Henry Cabot Lodge.

SHIPMAN ROAD

Shipman Road is named after Rev. Frank R. Shipman, past of the South Church from 1892-1912 and 1921-1930.

CEDAR ROAD

Cedar Road was accepted in 1936.

that Wind road running through Henry's (now usually the, London's)

meaning is rather a good name. At present this street is listed as

private.

The road was running off to the east to Wyling Lane's house as before

confronted "private" but I don't know if it is. It was not as

1870 map and ran through to back Street (Highland road). In 1890 it

was voted to discontinue the old road way between the lane and the place

(where the Gove's now live) to the North Avenue line but nothing was

done about discontaining the rest of it.

THE STREET

The Street was accepted in 1901 and 1910 respectively for the

plan. In 1901, \$500 more was needed for the completion.

THE ROAD

I suppose the road was accepted in 1901 and 1910 respectively

and a gentleman's estate into what was then a narrow lane. The

road of Cheever whose name is immortalized in the name Cheever

(accepted 1901-1910).

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and the road was accepted in 1901 and 1910 respectively for the

Academy in 1914. The road was accepted in 1901 and 1910

road accepted as a highway in 1901.

THE ROAD

London Road was accepted in 1901-1910 and 1910-1910

London Road, Cheever's house.

THE ROAD

London Road was accepted in 1901 and 1910 is named for Henry's house.

THE ROAD

London Road is named after Henry's house, the house of the

London Road 1901-1910 and 1910-1910.

THE ROAD

London Road was accepted in 1901.

WALNUT AVENUE

Walnut Avenue is an old way from the Haverhill-Andover road (Elm Street) toward the Shawsheen river possibly to the Powder Mill in 1789. It was once called Mill Street and in my childhood Carmel Lane. In 1860 there was an article in the Town Warrant to discontinue a short piece of the old road between Carmel Lane and the junction of the old Railroad now a public highway and the road leading to the Almshouse. In 1887 there is an article in the warrant appropriating \$300 to repair and regrade Walnut Avenue, otherwise known as Carmel Lane.

WASHINGTON AVENUE

Washington Avenue was accepted in 1889. As Benjamin Wardwell said in Town Meeting, "this street was laid out on a cow-path." It was named on the centennial of George Washington's historic journey down Elm Street. As it was laid out over the land of Mr. Cummings and he aspired to have it named Cummings street, he had an article in the 1890 warrant to that effect. He said he had given \$1300 worth of land and had spent \$75 in laying it out. But the wisdom of John N. Cole prevailed and it retains the name of Washington, one to endure after that of Cummings is forgotten. \$350 damage was awarded and \$900 appropriated for construction. Let us hope Mr. Cummings made up his losses on the house lots he sold.

LOCKWAY ROAD

Lockway Road was named after Samuel B. Locke who once lived at 70 Elm St. (still occupied by his descendants) and who owned land from Elm St. to Walnut Ave. 19½ acres, including what is now Walcott Ave. and Carmel Road; that is the part between Walnut Ave. and Elm St. He bought the house and land from Amos Abbot in 1861.

CARMEL ROAD

The younger generation doesn't seem to realize that Carmel Hill and Zion's Hill, which we usually call just "the hill" are named after mountains in Palestine. The names I suppose are a heritage from the days of the Andover Theological Seminary.

FOSTER CIRCLE

Foster Circle is a subdivision of the Moses Foster estate. I have alluded to him previously.

which Avenue is on the way from the University-Anderson road (the 24th)

toward the University after passing to the Tower Hill in 1787. It was

once called Hill Street and in the olden days it was called Hill Street.

was an article in the Town Record to discontinue a street named at the old

road between Council Lane and the junction of the old railroad was a public

highway and the road leading to the Alameda. In 1887 there is an article

in the Western Appropriation \$500 to repair and repave Walnut Avenue.

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WASHINGTON AVENUE

Washington Avenue was accepted in 1887. As Washington Avenue is

Town Meeting, "this street was laid out on a map." It was named on

the centennial of George Washington's historic journey down the River.

As it was laid out over the land of Mr. Cummings and he agreed to have

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(1811 occupied by his descendants) and who owned land from Elm St. to

Walnut St. 19 1/2 acres, including what is now Walnut Ave. and Council Lane;

that is the part between Walnut Ave. and Elm St. He owned the house and

land from 1811 to 1867.

CUMMINGS STREET

The name of Cummings Street seems to realize that Council Hill and Wood's

Hill, which was usually called "the Hill" and named after Cummings in

celebration. The name I suppose was a homage from the days of the Indian

Theological Society.

FOURTH STREET

Fourth Street is a continuation of the same street which is now

re-designated.

I might note here that Elm St. had the first sidewalk in town in June of 1861 extending on the southeast side from Elm Square to Punchard Ave. (now Whittier St.) This was acquired through the enterprise of Moses Foster Esq. Moses Foster was the Cashier of the Andover National Bank from 1856 to 1895. I dare say he wanted it for his own convenience, he was that kind of a man. A man who aspired to wear a tall silk hat to work every day should have a sidewalk under his feet and in my mind's eye I can still see him trudging up the street over "his sidewalk" which he lived to enjoy for many years. A clipping from what I presume was the Andover Advertiser tells that it was "12 feet wide to meet the demands of the most expansive female attire." It was of gravel and "when trodden down will be even, hard, and substantial." It was protected by a wall of stone overtopped with sod, its outside true as a line.

WHITTIER STREET

Whittier Street is a long story. Nathaniel Whittier lived in the house which is now the Cole Sanitarium on Summer St., and owned all the land now bounded by Summer, Elm, and Whittier, and more besides. He was superintendent of the Boston & Maine repair shop then located in Andover but removed to Lawrence in 1848.

In October 1856 a way was laid out from the Haverhill Andover Road (Elm St.) to the Punchard Free School to give the North Andover pupils (there was then no high school in North Andover) a shorter route to their destination, rather than going around through Elm Square. The high school itself was a new idea and the proposed new road didn't make a favorable impression though its proponents had its course carefully plotted.

Beginning at the road leading from Andover to North Andover through the land of Amos Abbott and Nathaniel Whittier, crossing Summer Street, still through the land of Whittier and George French to the Punchard Free school land, then southwesterly by the side of Punchard School land to the southerly side of Punchard Ave. and so to Main St. It was all specified in rods and links, to be 3 rods wide except from the school to Main St., where it was to be 4 rods and 3 links. The article in the Warrant was sponsored by the Trustees of the Punchard Free School and the Town meeting "convened in the Furniture Wareroom of Henry F. Barnard."

I might have been that Kim 32, had the first address in town in June 22
1881 extending on the southeast side from Elm Square to Main Street (now
Main Street). This was a very small building, the only one of its kind in
town. Moses Foster was the owner of the building at the time it was built.
1882 to 1885. I don't say he wanted it for his own convenience, he was
just kind of a man. A man who wanted to wear a tall silk hat to work
every day. He had a sideboard under his feet and in my mind's eye I
can still see him standing up the street over "his sideboard" which he lived
to enjoy for many years. A clipping from what I presume was the Andover
Advertiser tells that it was "12 feet wide to meet the demands of the most
expansive female attire." It was of travel and "when broken down will
be even, hard, and substantial." It was protected by a wall of stone
overlaid with red, the outside turn as a line.

WILLIAM STUBBS

William Stubb is a long story. Nathaniel Whittier lived in the house
which is now the City Hall on Main Street, and lived all the time he
lived by himself, Kim, and Whittier, and were together. He was a very
kind of a man. Kim says that when he lived in the house he lived
in 1888.
In October 1888 a way was laid out from the Nathaniel Whittier road (Kim
St.) to the Church Street School to give the North Andover pupils (there
was then no high school in North Andover) a shorter route to school.
According to the plan that was laid out through the square. The high
school itself was a new idea and the property was sold with a provision
that the school should be built on the property and the corner carefully placed.
According to the road leading from Andover to North Andover through the
land of Amos Abbott and Nathaniel Whittier, crossing Church Street, still
through the land of Whittier and George French to the Church Street School
land, then southwesterly by the side of Church Street land to the north-
west side of Church Street, and so to Main St. It was all specified in a
map, to be a road also except from the school to Main St., where it
was to be a road and 3 lines. The article in the Standard was approved
by the trustees of the Church Street School and the town meeting "approved
in the following manner at North Andover, January 1, 1889."

Some sort of a road from Main Street to the site of the school building must have been laid out before this while construction was going on for the school was dedicated in 1856. That year a report of the naming of streets was heard at the town meeting but not accepted. However, at that time, Punchard Avenue (Main to the school) was named with one dissenting vote. That person wanted the name of Universalist Court retained. The Universalist church now Fred Cheever's barn once stood near what is now Main Street near the entrance to Punchard Avenue.

The report of the selectmen on the proposed new street was recommitted to them with instructions to report the same in connection with some other route having its northerly terminus near the house of Enoch Abbott. In March of 1857 a report was again laid on the table. Later in the meeting it was taken from the table and voted that the subject be re-committed to the selectmen to examine more extensively at some future time.

In November 1857 however it was voted to accept the "central route."

By November of 1858 there was an article to see what actions the Town will take with reference to a Sheriff's Jury petitioned for by N. Whittier and Amos Abbott to assess damages for land taken for road. It was voted: That the Selectmen make the best defense possible before a Jury.

This was originally all Punchard Avenue and from its strange and angular course I have heard it called Z street. Bear this in mind in reference to later descriptions of the proposed Park and Chestnut Streets.

That is why there had to be an article in the 1896 warrant: That so much of Punchard Avenue as runs from Elm Street to Bartlet be called Whittier and that portion of Punchard Avenue as runs from that portion ~~of Punchard Avenue as runs from that portion~~ now changed to Whittier to the original Punchard Avenue be changed to Bartlet, so that a little piece of Bartlet Street wouldn't be named Punchard Avenue.

WALCOTT AVENUE

Walcott Avenue was developed by Miss Florence Locke for the Locke estate and named for Governor Walcott. It was accepted in 1904 and named in 1907.

must have been laid out before this while construction was going on
for the school was built in 1876. That year a report of the
of records was made at the time meeting but not accepted. However,
at that time, (Harris to the school) was named with one
disappearing vote. That person wanted the name of Universalist Church
rejected. The Universalist Church had then a name which was

what is now Main Street near the entrance to Universal Avenue.
The report of the selection on the ground was rejected
to them with instructions to report the name is connected with some
other work being the Universalist Church and the name of Universalist.
In March of 1887 a report was again laid on the table. Later in the
meeting it was taken from the table and voted that the subject be re-
considered in the winter to establish a permanent name for the

that.
In December 1887 however it was voted to accept the "Central Church".
In December of 1888 there was an article in the local papers the town will
with reference to a family's July petitioned for by E. Whittier and
also asked to remove the name for land taken for road. It was voted:
that the selection make the best choice possible before a July.

This was originally all Universal Avenue and from the church and school
square I have heard it called 3 streets. Now this is said in reference
to later descriptions of the proposed Park and Chestnut Streets.
That is my guess and so is my article in the 1888 newspaper. That so
much of Universal Avenue as was then the street is to be called
Whittier and that portion of Universal Avenue as was then the street

is now the street. The name of Universal Avenue was changed to Whittier
in the original petition which was changed to Whittier, as that is the
name of Whittier Street which is now Universal Avenue.

UNIVERSAL AVENUE

Universal Avenue was changed by Miss Thomas Jones for the local school
and named the Universal Avenue. It was accepted in 1888 and named in
1907.

SUMMER STREET

Summer Street on the 1830 map is not anywhere near straight but had a semicircular swing to the south before entering Highland Road, once Back Street.

MAPLE AVENUE

Maple Avenue was laid out through his land by John Flint. In a deed "Flint to Goldsmith" August 22, 1874 it is referred to as "a new-proposed street." In 1879 John Flint petitioned to have Maple Avenue improved and \$1,000 was added to the budget. In 1884 Henry A. Bodwell (then living at what is now 37 Maple Avenue) petitioned for \$500 to gravel the roadway and sidewalks and again in 1887 with the help of his neighbors James Grovenor, James Middleton, and George S. Cole got \$800 "to finish the gravelling and grading begun in 1884."

It must have been the custom when a new street was laid out for the abutters to be very careful about their bounds. I know that my father built a tight board fence along the extent of his property on Maple Avenue so tall that as a child I couldn't see over the top and with enough lumber in it to build a modern ranch house.

FLORENCE STREET

I have been told that it was named for Miss Florence Parker and supposed her father had something to do with it, but according to the records of 1885 in a selectmens' report concerning a way from Elm to Park Streets it is described as over land of E. Kendall Jenkins, George T. Abbott, and William Wood! John Houghton Flint solved this problem when he wrote me from South Carolina that Miss Florence Parker's father, Charles S. Parker, was selectman when the street was laid out (Incidentally he was an undertaker and his ware house is still standing on Park Street and occupied as a dwelling.) When the Board went to view the layout of the street they were wondering what to call it and one of them said, "Why not call it for your daughter Florence?" and it was so named. \$75 was voted for fence damages and \$900 for construction.

CHICKERING COURT

The Chickerings lived at what is now 40 Elm St. and had a piano factory on Pearson St. according to the 1856 map. In 1900 George Chickering of

There are two basic principles which underlie the entire system:

1994年 第1期

[illegible]

It must have been the custom that a new street was laid out for the
city to be very careful about their bounds. I know that my father
with a right good fence along the extent of his property on both
Avenue so tall that as a child I couldn't see over the top and with
another fence in it to build a modern fence house.

I have been told that it was said by Miss Florence Barker and suggested to her father and something to be with it, but according to the records of 1882 in a statement, report concerning a way from him to Park Street it is described as over land of E. Lombard Barker, George T. Abbott, and William Webb. John Webster that called this provision when he wrote me from South Carolina that Miss Florence Barker's father, Charles E. Barker, was mentioned when the street was laid out (Incidentally he was an abolitionist and his name is still standing on Park Street and occupied as a dwelling). When the street went to show the layout of the street they were wondering what to call it and one of them said, "Why not call it for your daughter Florence?" and it was so named. We were told for some time and still for some time.

[illegible]

Lawrence still owned 36 and 40 Elm Street and 2 "new houses" at the rear of 40 Elm Street.

ELM COURT

Elm Court was laid out by John Flint and was once known as Flint's Court.

Now a few comparatively new streets to the south:

AVON STREET

Avon Street runs from Summer to Chestnut Street. It was accepted in 1899. I don't know why it was named Avon Street.

PASHO STREET

Pasho Street runs from Summer Street to Chestnut Street. It was accepted in 1924. In 1920 Henry F. Pasho was taxed for a house (now 36 Summer Street) and $2\frac{1}{2}$ acres of land.

STRATFORD ROAD

Its name is sort of a joke, Stratford on Avon. In 1932 it was laid out from Chestnut to Summer between Avon and Upland Road. It was officially named in 1937.

ESSEX TURNPIKE

Much of this data about the Essex Turnpike is taken from the County Records.

In 1801 the inhabitants of Andover unreasonably refused to approve and allow a private way laid out by the selectmen of Andover in the month of March for the use of the Town across Fryer's Farm, so called. It was ordered by the court that said way be approved. Whether that is as the Turnpike now runs or as Burnham Road runs I don't know.

In 1805 the Proprietors of the Essex Turnpike Corporation established in 1803 were authorized to lay out a road and should be holden to pay the damages which shall arise to any person by taking his land for said road where it cannot be obtained by voluntary agreement.

The Directors were John Phillips, Jr., Tebah Holt and David Wood.

(There are pages of South 50 East 20 rods to a stake thence 130 East 143 rods and so forth) ^{as with} ^{near what} as far as the Russell's Farms which is now called Carter's Corner.)

Those who collected damages were James Earnard and his son James,

There will be no need to "re-learn" the old ways of doing things. The new ways will be learned as the new technology is introduced.

[illegible]

3355

How a few exceptionally well-trained

[illegible][illegible]

• Since 1980, the number of people who have been killed by hurricanes has increased.

124

Expenditures for 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 265

[illegible]

Equal to error 1/3 and (1/2)1/2

[illegible]

Two brief news at 2:00 of local no broadcasts, except to from 4:00.

affordable and it's great benefit. The new members wanted to be

• FIVE •

2007-10-12

...this book about the "Great Transition" is written from the perspective

As part of the initiative to reduce the number of people in the prison system, the Department of Corrections has implemented a number of programs and initiatives. These include:

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It is given that the sum of the two sides opposite to $\angle C$ is equal to $2a$.

was obtained by the method just described. The following table is

For the purpose of this study, the following hypotheses were formulated:

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The total number of studies included was 107.

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[illegible]

It was the morning of the 10th of the month when the

There are collected between two (one) and 100 (one hundred) specimens.

(2)

Martha Moore, Ward Moyer, James Frye (\$547.75) Samuel Osgood, heirs of Henry Holt, South Parish of Andover, Isaac Chandler, Phillips Academy, Ebenezer Jones, Jeremiah Goldsmith, Samuel Cogswell (including moving barns and buildings adjoining) and John Russell.

In 1806 they laid out the residue of the way to the Middlesex line near Joseph Holts in Reading. Those who collected damages being John Russell, Uriah Russell, Samuel Cheever, and William Goldsmith.

The foregoing report having been read and fully understood is therefore considered by the court that the same should be considered and allowed and recorded that the way therein described may be hereafter known for a public highway.

There must have been an old way to the south near this turnpike road which included Hidden Road and the old Boston Road which we can see now served to bypass swamps, although Boston Road as it is now used was not officially accepted until 1929.

In 1894 it was voted to see if the town would petition the state highway Commission to have the turnpike laid out as a State Highway, and in 1900 Main Street was relocated from the junction of Main and School Streets to a point near the residence of James C. Sawyer. Its reconstruction in 1910 must have been the time when the old road was eliminated which ran close toward the dwelling houses on the west side of the street.

Notes on building of turnpike:

1805 turnpike from New Hampshire line to Lt. John Russells.

1806 Essex turnpike from Lt. John Russells to Middlesex County line near Joseph Holt's in Reading.

1878 \$3500 appropriated to build a "stone Bridge" over the Shawsheen River, known as "Stimpson's Bridge."

1882 Albert E. Ware leaves a legacy of \$1,000 to build a sidewalk from Chapel Avenue to the Town Hall. It is to be substantial with a curb-stone covered to a proper depth by concrete of an appropriate quality, flagstones, or suitable brick.

of Henry Jones, Joseph Jones, Isaac Jones, William Jones, Thomas Jones, Samuel Jones, (including several names and buildings adjoining) and John Jones.

In 1800 they laid out the section of the way to the H. Jones farm near Henry Jones in 1800. There was a building on the way to Henry Jones, and William Jones.

The following report having been read and fully considered in November 1800 by the court that the same should be registered and allowed and recorded that the way therein described may be hereafter known as a public highway.

There was a way from an old way to the south near this highway road which included Henry Jones and the old Boston Road which we can see now named to Henry Jones, although Boston Road as it is now used was not officially accepted until 1822.

In 1801 it was voted to see if the town would petition the state highway Commission to have the highway laid out as a State Highway, and in 1802 Henry Jones was relocated from the junction of Main and School Streets to a point near the residence of Isaac D. Jones. The relocation in 1810 was made over the line when the old road was abandoned which was done toward the dwelling house on the west side of the street.

There was building of highway in 1803 which was the highway line to the Jones house. In 1804 there was a line to the Jones house on the highway line near the Jones house in 1805.

In 1806 a highway was laid out from the Jones house to the Jones house, known as "Highway to Jones".

In 1807 the town leaves a legacy of \$1,000 to build a sidewalk from the Jones house to the Jones house. It is to be maintained with a care from 1808 to a proper date by owners of an adjacent property. Highway, as public road.

1901 To accept Tyrian Way north of Tyer Rubber Co. and street on its northerly side. Don't know how they came to be called Lewis Street and Buxton Court.

1929 Boston Road accepted.

This may be the proper place to note that our original Main Street was Central Street with stores clustered near Elm Sq. about where the present Memorial Hall Library is and another group of stores on the top of Andover Hill. Our own Town House was not built until 1860.

One of the consequences of the building of the Essex Turnpike was the construction of Pearson Street and Harding Street.

The history of Brook Street, Essex Street, and Pearson Street I have mixed together as a consequence of finding five old deeds of my grandfathers. I think Brook Street is a very old street being mentioned in deeds of the 1830's as "the road leading from Nathaniel Swift's to the Factories." I thought it was named Brook Street because it crossed Roger's Brook but Mrs. Dodge thinks someone named Brook once lived there. I shall reserve my judgment until she tells me when Brook lived there. The name Brook was suggested for the street in 1856.

PEARSON STREET

Eliphalit Pearson was born in Bedford in 1752, graduated at Harvard College in 1773, taught in the Franklin Academy in 1774. He had an original and inventive genius. Besides being a classical scholar ^{he} was a teacher of singing, a practical landscape gardener, by his genius and practical knowledge of chemistry he rendered valuable aid at the powder mill in ^{was} 1776, an original trustee of Phillips Academy, its principal from 1778 to 1786, professor of Hebrew at Harvard College in 1786 to 1806 when he resigned. He was active in founding the Theological Seminary, was associate professor of Sacred Literature in 1808. He was married twice. He removed to Harvard, Mass., where he engaged in agriculture. He died in Greenland, New Hampshire September 12, 1826, aged 74 years.

In addition to his accomplishments he evidently had an interest in real estate. After his death his trustees held an auction sale of his holdings in Andover and I have an abstract of a plan used at that time comprising nine houselots bounded by what are now Essex and Pearson Streets. There

1901 to 1902, when the road of the Boston Co. and street on the

northerly side, Don't know how they came to be called Lewis Street

and Union Street.

1911 Union Street was

This may be the present place to note that our original Lewis Street was

Central Street with Lewis Street running parallel to it, about where the present

Memorial Hall Library is and another group of stores on the top of

Answer Hill. Our own Town House was not built until 1860.

One of the predecessors of the building at the corner of Lewis and the

corner of Union Street and Lewis Street.

The history of Brook Street, Essex Street, and Union Street I have

mixed in with as a consequence of finding five old deeds of my grandfathers.

I think Brook Street is a very old street being mentioned in deeds of

the 16th as "the road leading from the old Brook Street to the 'Paddock'."

I thought it was named Brook Street because it crossed Roger's Brook but

now, Roger's Brook crosses Brook Street and I think, I really remember

my judgment until this tells me when Brook Street first. The name Brook

was suggested for the street in 1876.

THE LIBRARY

William Brewster was born in Boston in 1872, graduated at Harvard

College in 1895, taught in the Franklin Academy in 1896. He had an original

and inventive mind, being a classical scholar and a teacher of

science, a successful landscape painter, and a collector and preserver

of knowledge of scientific and technical subjects and of the history of the

1897, an original trustee of the Museum of Natural History, its principal from 1898

to 1900, professor of history at Harvard College in 1896 to 1900 when

he resigned. He was active in founding the Theological Seminary, was

successor professor of Sacred Literature in 1898. He was married twice.

He married in 1897, Miss, whom he married in 1897. He died

in 1900, the day after his birthday, 18, 1900, aged 27 years.

He was buried in the cemetery of the church of the Holy Trinity in 1901

after his death his remains were exhumed and re-interred in the cemetery

in 1901 and I have an account of a glass case in the cemetery

12
were also houselots on the other side of Pearson Street. Whether the street was laid out before his death or by the trustees, I don't know. According to Mark Hill, Pearson Street originally ran from its present end near the railroad clear through to Elm Street. Evidently there have been several encroachments on Elm Square by the abutters. Although it is mentioned by Pearson's trustees in a deed dated 1830, in one of 1836 it is still referred to as a "new street." It seems strange that a street in such an inconspicuous part of the town should be named after such a distinguished man.

[illegible]

September 28, (\$212) 1830 Trustees of Eliphalet Pearson to John Merrill northerly side and westerly end of Essex St. (so called) by the road leading from Nathaniel Swift's to the Factories thence by last named road 292 ft. to Pearson Streets, by Pearson St. 194 ft. to land of Joshua Ward, etc. (land at corner of Essex and Pearson Streets) with the privilege of passing at all times on Essex and Pearson Streets to his several lots.

August 12, 1833 (\$205.29) John Merrill to Jeremiah Goldsmith. Same land at corner of Pearson Street as described in deed of September 28, 1830.

March 3, 1835 (\$175) Joshua Ward to Jeremiah Goldsmith Lots 10 & 11 on Pearson Street. This is the deed which has the plan on the back.

March 7, 1836 (\$75) Benjamin Abbot and Stephen Lovejoy to Jeremiah Goldsmith land lying at junction of old road leading by the mansion of Nathaniel Swift, Esq. to the new Street called Pearson Street.

January 7, 1836 (\$95) Witclain Stephen Lovejoy to Jeremiah Goldsmith Lots 10 & 11 on Pearson Street.

May 10, 1845 (\$115) Nathan Hazen to Jeremiah Goldsmith Lot No. 8 beginning at south east corner of "Factory Street" now Essex (this is the lot next to the one at the junction of Essex and Pearson and ran through to Pearson Street.)

Essex Street

I think that Brook street is an older road than Essex street as old deeds of the 1830's and as late as 1845 persist in calling that portion of the present Essex street from its junction with Brook street to Pearson street "the road leading from Nathaniel Swift's to the Factories". A deed of 1835 notes that Essex street was at first 42 feet wide but since made 49½ feet wide". A plan on the back of an old deed shows Essex street running only to "road from the Factories".

A deed of September 28, 1830 from the Trustees of Eliphalet Pearson to John Merrill describes Pearson's land as fronting on Essex street and "the road leading from Nathaniel Swift's to the Factories with the privilege of passing and repassing at all times on Essex and Pearson streets to his several lots" as if they were both new streets.

In 1830 Merrill bought this land for \$212, and in 1833 sold it to my grandfather for \$205.29 which must have meant some sharp bargaining. According to the old plan that would have meant 292 feet frontage on the present Essex street and 194 feet on Pearson street.

In 1881 there was a petition for gates at the railroad crossing

2 September 1980 (1980) 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 84

northerly side and westerly end of Block 84. (as called) by the town

nothing from National Security to the State Department by last month

road 292 ft. to Pearson Street, by Pearson St. 194 ft. to land of

and their interests normally have been to remove the ban) are, in fact, small.

and of standard aircraft has never so much like the industry to agriculture

* 8 Pol. Lettering

Approved: 12, 1973 (1902.22) John D. Smith, Jr., Director

0030. 82 requested to look at the threat as being a threat to the

March 3, 1937 (1175) Joshua Ward to Jeremiah Colman with letter to & 11 on

Person Street. This is the door which has the glass on the back.

7. 1836 (175) Benjamin Abbott and Stephen Ingham to Jeremiah

Volstead Act was lying at junction of old road leading by the mansion

of National City, Kan. to the new street called Pearson Street.

January 7, 1936 (1935) William Stephen Lawley, Jr. Jerusalem, Palestine

TO A L OF

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
WASHINGTON, D.C. 20246

at south east corner of "Victory Street" New Market (this is the lot

next to the one at the junction of Lanyon and Lanyon and the through the

6. JAMES NORTH

teeth mark

near north base above me a track found to all birds
 in June 1881 and later 1881 with for about 600 yds. further
 out along the edge further west found with for winter both pinches
 and of pinches found with further west. The further south the
 the more 1881 for birds. O. "white" with a black line through
 1881 above winter track above July 1881 for birds further west
 regular track for many for birds with one wolf O. "white" to all
 "white" with many birds to place numerous tracks found
 filled for set out with wolf 1881. 25 individuals for birds O
 point of view. found above O. "white" line. In July 1881 the more
 of birds found. "white" found with "white" birds was found
 for many for birds for many for birds with "white" with
 as "white" birds with "white" birds. "white" birds were found. The
 birds were found with birds.

...the new school was built...

[illegible]

Franklin D. Roosevelt

...and will be set off in 1891.

BROOK STREET

In 1870 in the month of May a report was accepted for widening and straightening it "but striking out all that relates to G. K. W. Gallishans land and fence and rescinding the vote establishing him on the north side of Brook Street. The Gallishan house is now owned by Christ Church and is call the Gleebe House.

RIDGE STREET

Ridge Street was discussed at the Town Meeting of 1896 and evidently there were already houses built there, but it was not accepted until the following year when \$600 was appropriated for its improvement. It is mentioned in the directory of 1885.

LUPINE ROAD

In August of 1872 an article proposing a road from Hartwell B. Abbotts to the extension that is the lower end of School Street was indefinitely postponed.

In 1887 a way was accepted leading from School Street westerly to Central Street near the home of T. F. Pratt and paralled with the Boston & Maine railroad. This was called Railroad Street until 1912 when its name was changed to Lupine Road on the petition of Horace Hale Smith.

RAILROAD STREET

Railrod Street from the Boston & Maine station to North Main Street.

This street was discussed at the Town Meeting of 1890, particularly with reference to its lighting. It was then said to be a private way laid out by the Boston & Maine Railroad in 1847, that certain persons had the privilege of using it as well as those attending the Free Church, then located there.

In 1938 the road extending from the junction of Pearson and Essex to North Main Streets was accepted on petition of the Boston & Maine railroad and the Tyer Rubber Co.

In 1917 in the month of May a report was received from the
 examining it "but thinking out all that relates to C. W. Callahan
 fact and found and concluded the wife residing in the north
 side of Union Street. The Callahan house is now owned by Central Church
 and is still the same house.

THE HOUSE

When the house was discussed at the town meeting of 1896 and evidently
 that was already known to the town, but it was not accepted until
 the following year when \$600 was appropriated for its improvement. It
 is mentioned in the history of 1895.

THE HOUSE

In August of 1895 an article proposing a road from Harvard St. to
 the station that is the town end of School Street was published
 in 1897 a way was suggested leading from School Street westerly to Central
 Street over the town of T. J. Smith and passed over the Boston & Maine
 railroad. This was called School Street until 1917 when the name was
 changed to Union Road on the petition of Horace Hale Smith.

SCHOOL STREET

School Street from the Boston & Maine station to North Main Street.
 This street was discussed at the town meeting of 1897, particularly with
 reference to its lighting. It was then said to be a private way and
 not a town road & when called in 1897, that certain persons had the
 petition of 1897 as well as some opposing the town church, then
 located there.

In 1908 the town petition from the town of T. J. Smith and from the north
 side of Union Road on the petition of the Boston & Maine railroad and
 the Town Board Co.

HARDING STREET

John Harding lived in a house at the north east corner of what is now North Main and Harding Streets. He was a merchant and had a store under the Baptist Church. He afterwards moved to a house facing on Elm Sq. between North Main and High Street where he died. This house was moved to High Street when the present one was built. It is now 33 High Street where the Glendinnings live.

In 1826 a road was laid out measured in rods and links "from John Harding's will curb to the road leading from A. D. Mayo's to the Almshouse." The rods and links added up to about 900 ft. Wasn't this Harding Street? When the location of the railroad was changed ten years later the grade was changed it left some of the houses in a strange position.

According to John Houghton Flint a great grandson of John Harding, Harding Street was originally a lane leading from what is now High St. ^{near} to the Phillips & Houghton paper mill ~~to~~ the site of the present Marland Mill. It was in operation about 1791.

BARNARD STREET

Barnard Street was accepted in 1899 on the petition of J. Warren Barnard. An attempt was made to discontinue it, but the vote was defeated 87 to 16.

PARK STREET

It took four town meetings to persuade the voters to accept the layout and appropriate any money for the construction of the present Park St. I have heard my mother say that it was low wet land and a very unpromising place to build a road.

In August of 1871 David Shannon proposed a road leading from Main Street near the Town Hall to Punchard Avenue what we now call Whittier St. It was voted not to accept his proposal.

In July of 1872 it was proposed by William Marland, but the article in the Warrant was postponed.

In August of 1872 the article was sponsored by J. H. Smith and 74 others but still tabled.

Not till September of 1873 was the layout of the road accepted and \$5,000 appropriated for its construction.

In 1875 the Road Commissioners are authorized to assess and collect

John Harding lived in a house at the north east corner of what is now
North Main and Harding Streets. He was a merchant and had a store under
the Baptist Church. His wife, who lived in a house facing on the
corner North Main and High Street where he died. This house was moved
to High Street when the present one was built. It is now 23 Main Street
above the Alameda five.

In 1855 a road was laid out measured in rods and links from John Harding's
well over to the road leading from A. H. Nichols to the Alameda. The
road was laid out up on what was then the
corner the location of the railroad was changed two years later the grade
was changed it laid out of the house in a straight position.
According to John Harding there is a great question of John Harding
Harding Street was originally a road leading from what is now High St.
to the Alameda & Harding Street with the side of the present road
cut. It was in position about 1855.

Edward Street was accepted in 1855 on the petition of J. James Hayward.
An attempt was made to elect him 18, but the vote was defeated by 50

It took four years meetings to persuade the voters to accept the project
and appropriate any money for the construction of the present Park St.
I have heard of nothing but that it was too hard and a very unprofitable
place to build a road.

In August of 1871 David Shannon purchased a road leading from Main Street
where the Park St. is now located to the corner of Main and High St.
and voted not to accept his proposal.

In July of 1872 it was proposed by William Hayward, but it was not
the matter was postponed.

In August of 1872 the article was sponsored by A. H. Nichols and J. H. Nichols
and still failed.

Not till September of 1873 was the issue of the road accepted and \$5,000
appropriated for its construction.

In 1875 the road commissioners are authorized to survey and collect

13
betterments on this street.

CHESTNUT STREET

It is often difficult for me to understand the old records. The record of 1838 concerning a proposed road from the Essex Turnpike to the Old Boston road conveyed no idea until I read a further description.

From the Essex Turnpike to the Kneeland house (which is now 2 Chestnut St.) ^{ac} across the tracks and is being 24 ft. wide. Those who received damages were Samuel Abbot, Rev. Justin Edwards, Wardwill, Osgood, and Pettengill in amounts varying from \$10 to \$75. Nathaniel Swife and the owners of the Estate belonging to John Kneeland were awarded no damages because, so the records say, "In our opinion they ~~are~~ benefited more than injured by reason of the location." In my childhood we always spoke of Chestnut St. and East Chestnut Street.

CHESTNUT STREET--East

In 1878 there was an article in the Warrant to see if the Town will accept a road laid out by the Road Commissioners running from the easterly side of Main St. opposite the easterly end of Chestnut St. to Bartlet St. \$1175 was appropriated.

In 1883 there was an article to see if the Town will accept the report of the Selectmen for laying out the extention of Chestnut Street from Bartlet St. to Highland Avenue. \$1813 was awarded for damages and \$5000 for construction and it was "to be built within six months.

In 1884 \$900 was voted to finish the Chestnut St. Extention.

LOCKE STREET

Locke Street was named for James Locke who kept the tavern (111 Main St.) about 1825 to 1840. It was once called Love Lane. In 1869 the Town accepted the report of the Selectmen with reference to the laying out and widening as a Town way the private way leading from Main St. near the home of N. W. Hazen to School St. on the petition of Peter Smith. In 1870 one Horace Wilson was much annoyed about the damages he received but got no satisfaction.

It is often difficult for us to understand the old records. The record of 1835 concerning a proposed road from the Essex Turnpike to the Old Boston road conveyed to them until I read a further description. From the Essex Turnpike to the railroad house (which is now 2 Chestnut St.) across the tracks and the bridge 31 ft. wide. Those who received the road were James Abbott, Rev. Martin Goss, Wm. Goss, and the Rev. Mr. Goss. It is a road 31 ft. wide. The road was not a highway of the State belonging to John Goss and was not a highway because, as the records say, "in our opinion they are benefited more than injured by reason of the location." It is called as always spoke of Chestnut St. and East Chestnut Street.

CHURCH STREET - East

In 1835 there was an article in the Western to see if the Town will survey a road laid out by the East Chestnut Street turning from the main road to the old site of Main St. opposite the east side of Chestnut St. to Main St. This was approved. In 1835 there was an article to see if the Town will accept the report of the Selectmen for laying out the extension of Chestnut Street from Chestnut St. to Highland Avenue. This was accepted for \$2000 and \$2000 for construction and it was "to be built within six months." In 1835 \$2000 was voted to finish the Chestnut St. extension.

CHURCH STREET

John Street was named for James Locke who kept the tavern (111 Main St.) from 1812 to 1840. It was once called Love Lane. In 1839 the Town accepted the report of the Selectmen with reference to the laying out and widening as a town way the private way leading from Main St. near the house of H. G. Goss to the site of the old site of West End. In 1835 the Town accepted the report of the Selectmen and the money was received but not as indicated.

Bartlet St. is named after William Bartlet of Newburyport who gave a \$160,000 to the seminary in 1808. That is why we have to spell Bartlet Street with one "T".

In 1877 the town was authorized to build a grammar school on the land of the Punchard Free School although the committee didn't think it was a very central location preferring the Means lot at the corner of Central and School Sts. Neither did they think it wise to have two schools so near together which were under different managements.

In 1879 it was voted to see if the Town will convey to James H. Smith a certain portion of land on Park St. in consideration for land taken by the Town owned by said Smith for the construction of a highway leading from Punchard Avenue to Park St. (that is the lower end of Bartlet Street). It was voted to do what was "right and fit."

In 1878 there was an article to see if the town will build a town way from Punchard Ave. to Pike St. (Morton).

In 1838 there was an article to adopt the report of the selectmen for laying out extension of Bartlet Street from Pike St. to Punchard Ave. \$700 was awarded for damages and \$2000 voted for construction and it was to be built within six months.

In 1884 there was an article to see if the Town will build a street from Bartlet St. to the grammar school (that is what was the old John Dove Building now torn down supplanted by the new Central School). \$500 was appropriated, apparantly for a driveway.

In 1891 there was an article to see if the Town will accept a way laid out by the selectmen from a point on Morton Street opposite the southerly end of Bartlet St. to Chapel Ave. as an extension of Bartlet St. under petition of William S. Jenkins and others.

In 1929 it was voted that the southerly end of Bartlet St. between Chapel Avenue and Wheeler St. be closed to public traffic, that the private way known as Wheeler St. be accepted as a public way. The said street to be surfaced and regraded the expense to be borne by Phillips Academy.

...in 1881, it was named after William ...
...in 1881, it was named after William ...
...in 1881, it was named after William ...

...in 1881, it was named after William ...
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...in 1881, it was named after William ...
...in 1881, it was named after William ...

CHAPEL AVENUE

In 1922 it was voted that that portion of Chapel Avenue, a private way laid out by the Trustees of Phillips Academy and heretofore used by the public extending from the easterly end of Bartlet Street at its intersection with said Chapel Ave. and between Bartlet and Salem Sts., is hereby discontinued.

Once you could drive up Bartlet St. onto Chapel Ave. back of what were then the Seminary buildings and so out Salem St. without crossing Main Street traffic.

JUDSON ROAD

Judson road was originally opened when the Leonard Wood house was moved from Bartlet Street in the 1920s. For many years that and the brick Brewster house were the only houses on the street, in fact until the early 1950s when it was extended and a circle made to accommodate three modern houses.

Adoniram Judson, the pioneer of foreign missionaries from the Andover Theological Seminary, was graduated in 1810. He was ordained in the Tabernacle Church in Salem and sailed with his youthful bride from Salem Harbor for India on the ship Caravan under the appointment of the newly organized American Board of Commissioners for Foreign Missions. The selfless devotion of these early Missionaries is almost beyond our comprehension! Arriving in India the day after war was declared in the conflict of 1812 he found all Americans most unwelcome. He went to Burma where he became the representative of the American Baptists. His name is the first on the bronze tablet on the Memorial Boulder dedicated in 1910. Little could he visualize that he was a pioneer in a mighty enterprise which has gone around the world and after 100 years would be spending over a million dollars in the cause which he embraced with youthful ardor.

MORTON STREET

In 1855 Green Street between the houses of Willard Pike and Marcus Morton was accepted as a public highway.

Judge Marcus Morton lived at what is now 23 School Street and was the Moderator of the Town Meeting when this vote was taken. Little did he think on that day of the eventual extent of the street and that its entire length would bear his name.

laid out by the Trustees of William Academy and hereafter used by the
public extension from the east side of Market Street at the inter-
section with said Canal Ave., and between Market and Canal Sts., is
hereby discontinued.

Once you could drive up Market St., onto Canal Ave. back of what was
then the temporary building and on to Canal St., without crossing Main
Street traffic.

THE ROAD

Johns road was originally opened when the Johns road house was moved
from Market Street in the 1850s. For many years that and the other
house were the only houses on the street, in fact until the
early 1890s when it was extended and a circle made to accommodate three
modern houses.

Thomas Johns, the pioneer of foreign missionaries from the Andover
Theological Seminary, was graduated in 1818. He was ordained in the
Episcopal Church in Salem and called with the peaceful title from Salem
for India on the ship Calcutta under the appointment of the newly
organized American Board of Commissioners for Foreign Missions.

The religious devotion of these early missionaries is almost beyond our
comprehension! Arriving in India the day after was was declared in the
conquest of 1818 he found all missionary work impossible. He went to India
where he became the representative of the American Board. His work
is the first on the ground tablet on the Memorial Boulder dedicated in
1910. Little could he visualize that he was a pioneer in a mighty under-
taking which has grown the world and after 100 years would be spending
over a million dollars in the cause which he entered with youthful ardor.

THE TRAIL

In 1855 Green Street between the houses of William Pike and Maria Norton
was designated as a public highway.

Johns Norton Norton lived at what is now 23 School Street and was the
Moderator of the Town Meeting when this vote was taken. Little did he
think on that day of the eventual extent of the street and that the entire
length would bear his name.

Mr. Green was a retired Unitarian minister who lived for some time at what is now 134 Main St. on the corner of Morton.

Willard Pike was a soap manufacturer who lived somewhere between Main and School Streets. His house is now one of those moved back from the street. The soap factory was at the eastern end of the present street at the top of the hill on the south side just at the turn of the road before it descends to Chestnut Street.

In 1869 there is an article to accept the report of the Selectmen for laying out and widening as a town way, the street known as Pike Street leading from Main Street near the house of Nathan Ellis on the petition of Willard Pike (and they didn't make it nearly wide enough as any one of you will testify who have tried to make a right hand turn in an automobile from Main Street east into Morton.)

In 1870 Nathan Ellis wanted more damages than were allowed for the widening of Pike Street.

In 1887 it was voted to accept a report and recommendation of the Selectmen for the proposed extension of Pike Street to Chestnut on petition of William S. Jenkins, Edward Taylor, M. C. Andrews, E. K. Jenkins, and others. \$328 was appropriated for damages and \$700 for construction. Someone must have been very dilatory in carrying out this purpose for in 1893, six years later, Nathan Abbot sponsored an article: To see if the Town will extend Morton Street, formerly Pike Street as laid out by the Selectmen and accepted by the Town on March 7, 1887.

Within a week someone has tried to make me think this easterly end of Morton Street was a new street as new as Memorial Circle. It was "accepted" 67 years ago though little used until recently.

SCHOOL STREET

South of Central Street is an old road to the south. It may have been named School Street about 1829 when Abbot academy was founded.

In a commencement address, a history of Abbot Academy, printed in The Andover Advertiser of June 16, 1864 it says of the street that there were few houses on it in 1829 and "the grounds of Abbot Academy promised a tolerable huckleberry pasture."

Mr. Green was a retired Unitarian minister who lived for some time at

what is now 134 Main St., on the corner of Boston.

William Pike was a soap manufacturer who lived somewhere between Main
and School Streets. His house is now one of those moved back from the

street. The next house was at the corner and at the present street

at the top of the hill on the north side of the town at the time

before it was moved to Chestnut Street.

In 1806 there is an article to accept the report of the Selectmen for

laying out and widening as a town way, the street known as Pike Street

leading from Main Street near the house of Nathan Ellis on the petition

of William Pike (and they didn't make it nearly wide enough as any one

of you will testify who have tried to make a right hand turn in an

extremely low turn from Pike Street into Main Street.)

In 1808 Nathan Ellis makes more changes than were allowed for the

widening of Pike Street.

In 1817 it was voted to accept a report and recommendation of the Select-

men for the proposed extension of Pike Street to Chestnut on petition

of William A. Jenkins, Wm. C. Andrews, W. K. Jenkins, and

others. This was appropriated for survey and \$100 for construction.

Somehow they have been very dilatory in carrying out this purpose for

in 1867, six years later, Nathan Ellis presented an article: To see if

the town will extend Boston Street, formerly Pike Street as laid out

by the Selectmen and accepted by the town on March 7, 1867.

Within a week someone has tried to make me think this seriously and of

Boston Street was a very slight one and in 1867 it was "accepted"

67 years ago though little more will result.

PIKE STREET

South of School Street is an old road to the south. It may have been

called School Street about 1829 when that academy was founded.

In a subsequent history a history of Pike Street printed in 1870

states that in 1806 it was of the street that there

were 200 houses on it in 1829 and "the grounds of Abbot Academy" described

as follows: "The grounds of Abbot Academy."

In 1871 the Essex County commissioners laid out a continuation of School Street from Central Street to the Boston & Maine railroad station, but it was not satisfactorily completed for several years.

ABBOT STREET - School to Phillips

Abbot Street School to Phillips was opened by Edward Farwell in 1879 and continued from that time as a Town Highway. The land over which it ran was owned by Mr. Farwell and latter by Abbot Academy. In March 1878 it was voted "to see if the Town will accept and widen Abbot, Phillips & Woburn Streets as laid out by the Road Commissioners."

In 1890 there was an article to see if the name of Woburn Street be changed to Abbot Street continuous from School to Boston Streets namely (Porter Road at present or the Old South Street).

Miss Jane Carpenter says the Farwells lived in a house at the corner of School and Abbot Streets.

PHILLIPS STREET

Phillips Street is not on the 1830 map. In 1871 there is an article to hear the report of the Selectmen for widening and straightening the road leading from Main Street past the Latin Commons to Central Street near the Roman Catholic Church which then stood near what we call the Fred Jones House. In 1873 there was an article to see if the town would accept and widen Abbot, Phillips and Woburn Streets as laid out by the Road Commissioners. The sum of \$1400 was appropriated. In 1863 Alfred Poor in writing of Woburn Street describes it as "commencing at its northern end a few steps west of the Catholic Church with the dwelling of Capt. Abbot (John Radford Abbot, 72 Central St.) on the left and Capt. Perry (George Gibson Brown, 65 Phillips St.) on the right." He also writes "on entering this street we go down a few steps and come to Phillips Street which runs to Central Street down by the south side of Capt. Perry's house as if Woburn Street crossed Phillips Street."

In 1881 there is an article to see if the Town will save the following described street, Phillips Street: Beginning on Main Street between the house of the late Samuel Farrar, Esq. and the house of Professor Tucker running westerly through the Phillips Academy by the Latin Dormitories, C. Hayward's, A. Cummings, F. L. Church and entering Central between L. A. Bellows and Daniel Abbot's and to name it and change the name of any other streets to correspond on the petition of Aaron Cummings.

Street from Central Street to the station & being railroad station, but

it was not satisfactorily completed for several years.

PHILLIPS STREET - School to Phillips

At the Street School to Phillips was opened by Edward Phillips in 1873

and continued from that time as a Free Academy. The last year which

it ran was owned by Mr. Farwell and later by Abbot Academy. In March

1873 it was voted "to see if the town will accept and widen Abbot

Phillips & William Streets as laid out by the town commissioners."

In 1890 there was an article to see if the town of William Street be annexed

to Abbot & first commissioners from School to William Street nearly (Foster

Street at present on the Old South Street).

After that (Foster) gave the Phillips Street to a house at the corner of

School and Abbot Streets.

PHILLIPS STREET

Phillips Street is not on the 1870 map. In 1871 there is an article to

see the report of the Selectmen for widening and strengthening the road

leading from Main Street past the Latin Common to Central Street near

the house called "The Farm" which then stood near what we call the first

house house. In 1873 there was an article to see if the town would accept

and widen Abbot, Phillips and William Streets as laid out by the town

commissioners. The sum of \$1500 was appropriated. In 1883 Abbot Street

is widened at present street described as "commencing at the northern

end a few rods west of the Catholic Church with the dwelling of Capt.

Abbot (then called) Abbot, 73 Central St.) on the left and Capt. Perry

(then called) Perry, 63 Phillips St.) on the right." He also notes

"as widened the street to a town a few rods and some to Phillips

Street which runs to Central Street from the north side of Capt. Perry's

house as it is now street called Phillips Street.

In 1884 there is an article to see if the town will accept the following

described street, Phillips Street, beginning on Main Street between the

houses of the late school house, and the house of William Foster

running westerly to the Phillips & William Streets as laid out by the town

commissioners. A. C. Cushman, A. C. Cushman and William Foster

of the Phillips and William Streets and to see if the town will accept

the street to be widened on the Phillips & William Streets.

It is odd to think that the houses of both Samuel Farrar and Professor Tucker are removed from the foundations on which they stood in 1881.

TERR STREET

Mr. Poor considered Terr Street a part of Phillips Street. It is named for George H. Torr who was a director of the Andover National Bank from 1892 to 1900 and for many years Treasurer of the Smith & Dove Co. when he lived at the house now 68 Phillips Street. In some deeds it is called Piccolo Lane so named for the Torr's dog. I have seen it so described at the Registry of Deeds and it is so called in the directory of 1916.

DWIGHT STREET

The first mention I find of Dwight Street is in the report on the names of Streets made by the Selectmen in 1902. It is described as running from Main Street near Professor Smyth's to Highland Road. It is also mentioned in the directory of 1904.

Much amusement was caused by Article 21 in the 1954 Town Warrant: To see if the Town will vote to raise and appropriate \$750 for the purpose of renewing and adjusting sewer and water structures in the way of the proposed state highway reconstruction on Main Street between Dwight Street and Wheeler Street. Many persons living in the immediate vicinity did not know where it was and had never heard of it!

It seems impossible that Dwight Street was named after Miss Mary Dwight sister-in-law of Egbert Smyth, professor of church history at the Andover Theological Seminary. She lived with the Smythes at what is now 210 Main Street and after the Smythes' death at 154 Main Street. She was one of Andover's colorful characters and in horse and cart days was the original "back-seat driver." Arthur Stanley Pease has written a delightful sketch of her in "Sequestered Vales of Life."

It was more probable that the name was chosen as the honorable name of a distinguished family represented by two presidents of Yale University. Dwight Street runs from 210 Main Street to Highland Road near the "cage". The fact that there are no dwelling houses on it, only a fraternity house, accounts for the fact that its name is little known.

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It is also to be noted that the house of John James and his

house was built in the year 1850.

THE HOUSE

The house was built in the year 1850.

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HIGHLAND ROAD

In the 1885 directory it is called Back Street, that is Main Street across Salem Street to the North Andover line. The portion of it between Main Street and Salem Street in the days of Dr. Hancock was called Bulldog Avenue.

In 1886 on petition of Charles L. Carter the way from the Salem Street end to the North Andover line had its name officially changed from Back Street to Highland Road. At one time the portion of it between Salem Street and Main was called Porter Street. I think in the 1899 and 1901 directories.

SALEM STREET

Possibly this is the way by which the early settlers travelled to market in Salem in 1688.

In 1806 County records refer to it as the road from "Phillips Academy towards Salem to Estes' Tavern in Middleton." It was said "that this highway a common road should be widened and straightened". A course was laid out with pages of "East and South 26° E" and so forth with the permission to the owners of the land to take off timber and wood before the next June 10.

PROSPECT ROAD

Prospect Road is mentioned as early as 1675 "The way to the home of Nicholas Holt". In 1914 this old way was discontinued at a point near the old house on the hill (Now the home of Mrs. Charles Ware) to the North Andover line. It was in 1933 the name was changed from Prospect Hill Road to Prospect Road.

Modern developments along Salem Street include Stonehedge Road accepted in 1924, Appletree Lane accepted in 1940, and Robany Road still private.

I am told that the name Robany is a combination of Robert and Andrew the names of the children of the man who developed the road. Also in this vicinity is Stinson Street probably an old road. Land in this vicinity was assessed to James F. Stinson in 1870 and to Mrs. Elizabeth B. Stinson, probably his widow, in 1888. An area of 25 acres, he had a house and shop on Salem Street north of the Gray place on the 1852 map. On the 1854 map his house is on the other side (west) and off Holt Road.

GARDNER AVENUE

Gardner Avenue was named in 1896 after Gardner Aubot.

In the 1885 survey it is called "Rock Street" and is shown as

between Salem Street and the North Street line. The portion of it

between Main Street and Salem Street in the case of Mr. Bennett was

called "Rock Street".

In 1885 on a portion of the lot of Charles L. Barker the way from the Salem Street

end of the lot to the North Street line was actually shown as the

back street to Highland Park. It was then the portion of it between

Salem Street and Main was called "Rock Street". It is shown in the 1885

map as "Rock Street".

Rock Street

Probably also at the time the map was prepared reference was

made to the map in 1885.

In the survey records refer to it as the lot from "Phillips' corner"

corner of the lot to "Rock Street" in the "Middleton". It was said "that this

highway, a common road should be widened and called "Rock Street". A corner was

laid out with part of "Rock and North 200" and so forth with the

permission to the owner of the land to take all stones and wood before

the road was laid out.

Rock Street

Further back in the survey is shown as early as 1875 "Rock Street" to the line of

the lot from the line of the lot to the line of the lot to the line of the lot

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Rock Street

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HIDDEN ROAD

Hidden Road is the part of the ~~Old South Street~~, ^a on the very old road. David Hidden was a builder and he lived in a house on this road. He was born in 1832. The house was build in 1811 or 1812 on his mothers land. His mother was Mary Chandler. The land had been owned by the Chandlers since the forest was cleared. According to Alfred Poor in 1863 it was called South Street.

PORTER ROAD

This was also called South Street in 1863. Ebenezer Porter was born in 1772 and died in 1834. He was elected to the chair of Sacred Rhetoric at the Andover Theological Seminary in 1811 and was temporarily president in 1834.

In 1891 it was petitioned that the name of the street between the westerly end of Highland Road and the easterly end of Boston Street be changed from Back Street to Porter Street (now considered part of Highland Road as I have said before).

BANCROFT ROAD

In 1905 the part of Gardener Avenue between Main Street and Holt Road was named Reservoir Street. Reservoir Street was changed to Bancroft Road in 1910 on the petition of George F. Cheever. The Pearson-Bancroft-Cheever house was built before the present road was put through and the back of the house was made the front of the house to conform to the new layout of the road. *(The family name of Mrs. Geo. F. Cheever was Bancroft.)*

BALLARDVALE ROAD

I have previously spoken of Ballardvale Road being called at one time 20th Street. In a layout of Ballardvale Road recorded in 1819 among the landmarks it mentions a yellow oak tree. I wonder how many people would know a yellow oak tree today if they saw one. At any rate Ballardvale Road is on the 1830 map.

ILDWOOD ROAD

That part of it from Main Street to Holt Road has been variously called D'Arcy and Converse according to the influence of the people who lived on it.

ALDERBROOK ROAD

runs west from South Main street
Alderbrook Road, through Alderbrook estates and there was a brook and alders. I believe the road is not yet continued over the brook through to Sunset Rock Road.

The land over which it runs was the house farm of my grandfather, Jeremiah Goldsmith (1799 to 1864); my father William G. Goldsmith was born there and continued to live there through the first year of his marriage 1865-66 and owned the land until 1909. The house in which my father was born in 1832 was moved to Summer Street (now No. 87) when the "new house" was built when he was 10 years old.

All the farm buildings with the exception of the corn barn were burned while he was teaching in Phillips Academy (1870-1871) and living at 9 Salem Street. For years no use was made of the land except as the pasturage was let and the hay sold.

During the latter years of my father's life-he died in 1900-he spent many happy days there raising small crops, laying up the stone walls, clearing the field savin from the old pastures and reviewing in his mind's eye the days of his childhood and youth. The corn barn was fitted up as a camp house, a shelter for him in cold or stormy weather and for many seasons the place for the whole family to entertain their friends-literally hundreds of them, the Natural History Society, the Historical Society, groups from the November Club, the fall outing of the ^{entering class of} Abbot Acadamy, Miss Maria ^{Munell} Russells French Class and many smaller and more intimate groups. The names in the guest book-more than 800-were entered between 1904 and 1910 and there were many parties before we had a guest book.

A favorite form of entertainment in the late summer and early fall was a corn roast preceded by a supper at the camphouse, often baked beans and an apple pan dowdy with an abundance of coffee for which the evening never found too hot. The pastures were soon alight with several bonfires the field savin providing a brilliant blaze with convenient piles of sweet corn from the near by garden.

Corn roasted on a stick was usually preferred and it was no small task to cut the sticks of speckled alder along the brook and sharpen the ends. Then marshmallows were toasted and while the older members of the group

Alberbrook Road, through Alberbrook estate and there was a brook and
siders. I believe the road is not yet continued over the brook through
to Sunset Rock Road.
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many happy days there raising small crops, laying up the stone walls,
clearing the field again from the old pastures and reviewing in his
mind the days of his childhood and youth. The corn barn was fitted
up as a camp house, a shelter for him in cold or stormy weather and for
many seasons the place was the main family gathering place.
I have many memories of that place, the family history, the family
history, groups from the Summer Club, the fall outing of the Abbot
Club, Miss Martineau's French Class and many smaller and more
intimate groups. The names in the guest book more than 800 were entered
between 1904 and 1910 and there were many parties before we had a guest
book.
A favorite form of entertainment in the late summer and early fall was
a party given by a group of the company, often called dinner
and an apple par dowdy with an abundance of coffee for which the evening
was famous for the past. The pastures were now almost all covered with
the first seed providing a brilliant place with convenient places of
seating near the near by garden.
Born toasts on a table was usually preferred and it was no small task
to put the table of apple along the brook and sharpen the end.
Then the toastmaster were toasted and while the other members of the group

talked around the fire the younger ones sought areas not so brilliantly illuminated.

My mother thought it was time the camp had a name and chose Alderbrook.

The name clung to the real estate development and later to the road.

The large gathering of Historical Societies in July 20, 1904 was

probably the first time an automobile made its way down the lane to

the ~~car~~ pasture where the group assembled for their formal program.

That is about where the present road now runs.

One other favorite 10¢ diversion for a hot summer night was to board one

of the "new" electric cars transferring to the branch line to North

Reading where one might ride back and forth on the "front seat" till

the last car-no fares collected on the branch line!

talked around the fire the younger ones coughed stress not so brilliantly.

illuminated.

By morning thought it was time the camp had a name and chose Alderbrook.

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the new pasture where the group assembled for their formal program.

That is about where the present road now runs.

One other favorite 194 diversion for a hot summer night was to board

of the "new" electric cars running to the station line to

feeding where one might find back and forth on the "front seat" line

the last car-no fares collected on the branch line!

HIGH STREET

The course of High Street was changed in 1856 on petition of Jeremiah Goldsmith and others "from near post office (Campions Corner) to the old track near the Boston & Maine following the old tracks to cross the airline recently laid out from North Andover to Lawrence thence extending to Sutton's Mills in North Andover."

It is said that High Street was once called Jug Lane.

On the 1830 map its continuation after it crossed what is now Walnut Avenue was more toward the west not far from the Shawsheen River possibly over what is now Burnham Road to Fryer Village.

CAMEL ROAD

In 1898 the Town Warrant included an article asking for \$1000 to purchase from John Flint the temporary entrance to Camel woods (ie entrance from High Street) and a new entrance from Walnut Avenue.

In 1901 the street was accepted from Walnut Avenue to Camel woods and \$500 was appropriated.

There is still an unaccepted portion of Camel Road running from Elm Street to Walnut Avenue.

BURNHAM ROAD

Burnham Road was once called Alms Street because it ran past what was then known as the "poor house".

It is so mentioned in the 1885 and 1891 directories. I think that its name was changed to Burnham Road about 1899 when George L. Burnham was superintendent of the Almshouse when it was located on that street.

DUFTON ROAD

Dufton Road is named after George Dufton, a builder and contractor, who developed it.

It was accepted by the Town in 1927.

SHAWSHEEN VILLAGE

Many of the Scotch names of the streets in Shawsheen Village are thanks to William M. Wood and his friend Wallace.

This is a listing of the streets and the years in which they were accepted.

{ Flint Circle
John Flint's field, within my memory used as a cow pasture, was laid out in lots by Edward Hall, contractor. The street was accepted in 1839 — In 1869 the Town considered "having the land on the east side of the old Railroad designated as Mt. Camel cemetery and set apart for all time as a burial place for the dead."

The course of the street was changed in 1850 on petition of the
settlement and others "from near Court office (Anglo-Saxon Bank) to the
old track near the Boston & Maine following the old track to cross the
airline recently laid out from North Street to Lawrence Street
extending to Sutton's Mills in North Street."

It is said that this time it was once called the lane.
On the 1830 map the continuation after it crossed what is now Walnut
Avenue was more toward the west not far from the Shawmut river
possibly over what is now Lawrence Road to River View.

WALNUT ROAD

In 1838 the Town Survey included an article asking for \$1000 to purchase
from John Flint the temporary entrance to Walnut Woods (the entrance
from High Street) and a new entrance from Walnut Avenue.
In 1891 the street was extended from Walnut Avenue to Walnut Woods
and \$200 was appropriated.
There is still an unoccupied portion of Walnut Road running from the
Street to Walnut Woods.

WALNUT ROAD

Walnut Road was once called Alma Street because it ran past what was
then known as the "poor house".
It is so mentioned in the 1882 and 1891 directories. I think that the
road was changed to Walnut Road about 1879 when George L. Burdick was
superintendent of the Almshouse when it was located on that street.

WALNUT ROAD

Walnut Road is now a very narrow street, a slight one-way street,
and developed it.
It was reported in the year 1879

WALNUT ROAD

One of the oldest names of the streets in Shawmut Village are those
of William H. Wood and his friend Wallace.
This is a listing of the streets and the years in which they were

Walnut Road was once called Alma Street because it ran past what was
then known as the "poor house".
It is so mentioned in the 1882 and 1891 directories. I think that the
road was changed to Walnut Road about 1879 when George L. Burdick was
superintendent of the Almshouse when it was located on that street.

Kenilworth--1926

Lincoln--1926

Fletcher--1926

Arvyle--1926

Warwick to William
1924

Sterling--1926

Carisbrook--1926

Shepley--1926

Ayer--1926

Arundel--1926

Sherborn^u--1926

Timney--1926

Canterbury--1921 & 1933

Wassington--1926

Dunbarton--1926

Warwick--1921

Windsor--1921

Sutherland--1926

Palmer--1921

York--1926

Magnolia Ave.--1922

Carlisle--1926

Riverina Rd.--1926

William 1921, 1926

^{South}
The end of Poor Street was discontinued in 1899.

Sherborne Street was accepted in 1932.

Developments on the Joyce property are Joyce Terrace ^{and} 1899; Castle Heights
~~was~~ named after the Joyce stone mansion, very grand when it was built
and now torn down.

SHAWSHOEN ROAD

The Essex County records of 1829 mention a road from Mayo's Tavern to Lowell through the manufacturing village and by the West Parish meeting house. It was thought that the road from Andover to Lowell was too "circuitous and hilly" and that it should be made "shorter and better". It is described as commencing by land of Elijer Herrick over land of Herrick, Amos, Abbot, Paschal Abbot, Herman Abbot, and Solomon Holt as near as maybe in a straight line and ending at a road near the West Parish meeting house to be built before January 1 24 ft. wide and crowned in the middle 4 ft to 1 yd. The specifications go on to cut down hills and raise "vallies". Where there is a loam deposit, 6 inches of gravel is to be spread. Where there is a brook a stone bridge is to be made and raised so high that the water shall not overflow at any season of the year.

In 1837 there was an article in the Larrant to see if the Town would raise sufficient money to take down the hill between Abraham Marlands and the home of Ed Herrick.

The voters seem to have always been complaining about the road near what is now the junction of Shawshoen Road and Stevens Street and our Board of Public Works is still working at it.

and
developments on the above property are shown in the following
plan and it will be seen that the above property is not
shown on the plan.

PRECHIN PLACE

There is one Scotch name for which we don't thank William Wood. It was built by the Smith & Dove Co. for its employees many of whom came from Prechin, Scotland. It was accepted in 1927.

LINCOLN STREET

Though probably an old road it was accepted in 1896. It was designated as the street leading from Village Street (now Shawsheen Road) to Lowell Street past the house of George Buchan.

The article asked that it be named Lincoln Street.

ARGILLA ROAD

This road seems to date from about 1802. Argil means clay. The road was named after a road in Ipswich by George Baker whose ancestor Dr. Symonds Baker came from Ipswich where there were beds of clay and there may be some on our road in Andover. He lived in the Abbott Baker house now owned by Sidney White.

You may think I haven't given enough attention to the streets in Ballardvale and West Andover.

Alfred Poor writes in 1864, "Most of this village was built between 1843 and 1848 and a large part of it in 1847 the time the machine shop was built. During the first fifteen years of Ballardvale when John Marland was the enterprising and liberal actor here, it continued lively and flourishing. Then all the streets were laid out and about every building was erected that is here now."

Whether the streets were officially "accepted" I don't know for in 1866 a motion to accept Marland, Center, and Village Streets in Ballardvale was indefinitely postponed.

In 1864 the road over Preston's Plain was widened.

With the exception of 1926 when 18 new streets were accepted and the building in Shawshoen Village was at high tide, 1954 will be the banner year for the acceptance of new streets when there will be 13. You will be able to tell your grandchildren that you were present at the Town Meeting when Alden Rd, Lantern Rd, Nutmeg Rd., Cassimere St., Forbes Lane, Karlton Cir., Henderson Ave., Jutiper Rd., Linwood St., Lockway Rd, Shirley Rd., and Theodore Ave. were accepted.

Gould Road and Harold Parker Road - once called Mill Street

In November of 1847 there was a controversy over the road which now begins as Gould Road, its northern branch continuing as Harold Parker Road. At that time it was described as beginning at the easterly side of the Boston Turnpike near the home of Stephen Emerson, thence easterly by the sawmill of Ebenezer Jenkins and the dwelling home of William Jenkins to the County road leading from North Andover to Reading. It was thought necessary because of the increased travel between Middleton and Ballardvale. That was when Ballardvale was a growing place and construction was going on.

By Pass

Built in 1930

3 1330 00835 3215

